

• BM/SGN

MEMORANDUM

TO : SCP/TPE via BM/SGN

FROM : CP/SVN

SUBJECT : Monthly Report (August 1971).

DATE : 1 Sep. 1971

REF. No. CP-V-71-430

This should prove to be my last Monthly Activity Report as Chief Pilot/Saigon. I say this as I do have a request in the System Chief Pilot's office to allow me to return to the line as a line Captain. To date I have not received any official notice that my request has been received nor of any contemplated action upon it, if it has been received. I have been advised by a number of pilots that I am to be replaced by Captain Harry Hudson sometime during the month of September. One pilot relayed to me a message from Captain Hudson to the effect that Captain Hudson would be here after returning from his leave. Also from the pilot body, I was informed that there would be another American Crew Scheduler assigned to CSS/SGN. Whether true or not, it is interesting to see how often these sources are our first indication of what is to take place. Their batting average in the past has been exceptional. It is most embarrassing to be constantly pre-empted by the pilot body on information which is thought would be officially announced to them rather than have this information always received from them. Rumors are the life blood in any working group. The pilot body here is no exception. It is perhaps sound philosophy to permit leakage of privileged information to allow the employees to become adjusted to any given change well before the change is made.

The highlight of the month was the assignment of a new Base Manager. As with all new brooms, the seepings follows a different tack. The big change is the establishment of new duty hours, to be effective 1 September. The new duty day, 0900 to 1730 with a 30 minute lunch break, is the result of the shifting of emphasis to high-time aircraft maintenance. This, as indicated by BM/SGN and MTS/SGN, will produce approximately 54 more "Aircraft-Days" per month. What impact this will have upon crew scheduling is speculative. At present our manning is at the saturation point considering the Flight Time Restrictions. Then again with a more definite aircraft maintenance schedule, rather with a less vacillating maintenance schedule, may prove a boon to scheduling in reducing last minute changes, so prevalent in the past. Another big policy change directed by BM/SGN is a 30 day moratorium on the adherence to the 30 hours in seven day Flight Time Restriction to equalize flight time and trip time within various programs. He has directed that pilots be flown outside the restrictions, through use of customer emergency waiver, even if there are pilots who are within the legal limits. Hopefully this will permit us to gain some ground and get back on reasonable footing. Under the present manning it has been somewhat hopeless, heretofore, and stay within the purview of the restrictions. The Base Manager also announced the abolishment of the CP/PW position. The CP/PW goes back to CP/SGN encompassing the Rotary-Wing Division/SGN. Another edict of the Base Manager having a great impact upon this department is the withdrawal of ground transportation privileges for quarters to work to quarters of American personnel. Those affected are MCSS and SITI/SGN.

The Saigon Chapter/FEPA conducted elections for Chapter officers. The election was contested as not being legal according to their by-laws. This contest was upheld and a re-run is in the offing. As it was, the first "Election" generated

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(considerable amount of internal animosity between the two factions as well as animated interest both in management as well as the pilot body. It was enjoyable to be able to observe without having to really worry about one problem at least. It will be interesting to see how the re-run goes and if anything is really solved.

The final announcement of 71-73 Displacement was made. Suprisingly enough we here in Saigon were not overly effected. With minimum amount of training we should be off and running, provided of course we get the pilots as assigned.

[REDACTED] We are still trying to get Rex Young from Bangkok. He was assigned here under the provisions of 70-10 announcement made last October. Now we are waiting for another [REDACTED] pilot from Bangkok as well, [REDACTED]. To date nothing has been generated to start his transfer to Saigon. PM/SGN has not been informed that [REDACTED] is to be transferred consequently no efforts have been made towards applying for work permits and visas. This brings to light the same problems we encountered during the 70-10 shuffle. From our view down here it is apparent that Personnel Departments/ Division is not being coordinated with to effect a smooth transfer of pilots in conjunction with various bid awards. At least here at Saigon this is the case. It is suggested that the Personnel Managers at each station be copied on the bid award announcements. This with pre-issued policies regarding the mechanics of transferring the affected personnel should minimize delays experienced last year.

In closing, I wish to express my sincere appreciation for having been allowed the privilege of serving as Chief Pilot. The trust and faith the company placed in me by elevating me to the position three years ago, filled me with great pride and humility. I pray, that in the discharge of my duties, I in no way violated the trust and faith bestowed upon me. I hope that as Chief Pilot I have contributed to the success of the station and to the company.

ORIGINAL SIGNED BY
F. M. TIDWELL
MFD-SGN
F.M. Tidwell

cc: BM/SGN ✓
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